

# BENT RIM BUGLE



*The official newsletter of the MMBA - Issue #68 - Summer 04*

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*Remember: Michigan Bike Festival Sept. 10-11 at Hanson Hills pg.1*



**1<sup>st</sup> Annual**

# **Michigan Bike Festival**

**September 10<sup>th</sup> & 11<sup>th</sup>, 2004**

**Hanson Hills Recreation Area in Grayling, Michigan**

**A celebration of the Bicycle!**



*Road Rides!  
Trail Rides!  
Bike Polo!  
Kids Events!  
Bike Vendor Expo!  
Live Music!*

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The event kicks into high gear on Friday night with the "Ceremonial Ride with the Torch" to light the social bonfire and live music!

Carbo-load at the pancake breakfast on Saturday morning, it's going to be a long day: Organized road rides, trail rides, bike polo, kids events and a vendor expo of new bikes and gear. Round off the evening with more live music!

On Sunday, come see Michigan's top mountain bike racers duel for top honors at Aspen Park, just 30 miles north in Gaylord. As the MMBA's Championship Points Series goes down the wire, riders will be charging hard for season standings and the CPS championship.

Brought to you by the Northern Chapter of the MMBA and Hanson Hills.

For more information visit: [www.michiganbikefestival.com](http://www.michiganbikefestival.com)





The Michigan Mountain Biking Association (MMBA) is a 501-(C)(3) non-profit organization. We have 1,600 members in nine chapters throughout Michigan. The mission of the MMBA is to promote responsible mountain biking and to work toward the goals of common land access and natural resource protection through interaction with policy makers, the cycling industry, race promoters, mountain bikers and other trail users.

The Bent Rim Bugle is published four times a year (March, June, Sept, Dec.) by the Michigan Mountain Biking Association and distributed to all members. It is made possible by volunteers and riders like you.

### **Bent Rim Bugle**

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DAN HARRISON

# **The Trail Ahead**

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## **We the People...**

By the time you read this, Todd Scott and I will have ventured to our nation's capital to lobby our federal legislators on your behalf. It's the highlight of a 4-day IMBA Summit based at McDaniel College in Westminster, Maryland, about 60 miles from Washington, D.C. If it's anything like the 2002 Summit in Moab, we'll come back bursting with energy, strategies, contacts and support from our peers worldwide. Expect a full report in the next BRB.

## **Coming Soon to a Trail Near You...**

Meanwhile, if you can't go to IMBA, maybe IMBA can come to you. This year's Subaru/IMBA Trail Care Crew visit promises to be the most ambitious yet. Thanks to a late cancellation (thanks, Minnesota); we'll have the dirt-lovin' duo for two weekends in August: the 5<sup>th</sup> through the 8<sup>th</sup>, and the 12<sup>th</sup> through the 15<sup>th</sup>. That allows us to address four areas of concern, instead of the usual one or two.

First on the agenda is the High Country Pathway. This 70-plus mile loop through the Pigeon River Country of the northeast Lower Peninsula offers an opportunity for Michigan's first "IMBA Epic." It's a two-day celebration of our sport that features a day of trailwork, followed by an epic ride, all strung together with good food, stories, and fellowship. There have been 24 such epics to date. Five have been in California, two in Colorado, a handful in New England states, and last March, one in Florida. Now, I mean no disrespect to the Sunshine State, but in a universe where Florida has an Epic ride and Michigan doesn't, something is seriously wrong. And it's up to us to fix it.

We do that, my friends, by giving the HCP the attention it deserves. While its trailhead is a mere dozen miles from I-75, this trail strikes out into the closest thing the Lower Peninsula has to true wilderness. It has fast, cold streams and pristine lakes to delight angler and paddler alike. It is home to the largest elk herd east of the Mississippi. And it is one heckuva place to get lost, or break down. Before we can share our best-kept secret with the world, the HCP needs to be made a bit more user-friendly. Signage to refurbish. Many downed trees to clear. And an extensive system of bridges and boardwalks to repair and upgrade. The Northern chapter will be calling for volunteers in the coming months. No matter what your local affiliation, take that as a personal challenge. Join the Trail Care Crew in August, get a preview of 2005.

Next stop for the Crew will be Lansing, where we'll take some meetings with key state officials, and get the benefit of their perspective on our issues. The following weekend, it's the feds' turn, in the Huron-Manistee National Forest, where the Crew will demonstrate their approach to problem-solving, probably on the Big M system. We hope to make this a joint event with the North Country Trail Association, as the NCT connects with these trails.

For its finale, the Crew will visit the Grand Rapids area, where opportunities are developing at the county level. At the Trail Coordinator training

continued on page 5



# **News from the Executive Director – Todd Scott**

## **Updates from the MMBA Office**

### **DNR Parks Funding Crisis**

It's no secret that DNR funding is the number one critical issue facing mountain bikers and other state park users today. DNR Parks has been woefully under funded in recent years and it's getting significantly worse. In order to pay the bills, DNR Parks has been forced into slashing jobs and ignoring capital improvements (e.g. road and building repairs.)

The basic problem is our park entry and camping fees (along with waterways and park endowment funds) generate \$32 million or roughly two-thirds of what DNR Parks needs. In years past, our legislators appropriated funds to cover some of that difference, but they're no longer doing that.

This current situation is not sustainable. Either we find a funding source to cover that missing third of the budget or DNR Parks will reduce its costs by selling off or leasing its parks, especially those in Southeast Michigan.\*\*

For most state legislators, this is not a desirable condition, but it's the reality of hard times and statewide budget deficits. For other legislators, this condition only strengthens their mission to reduce the DNR's land holdings.

What's sadly ironic is Michigan voters have consistently been willing to pay for and protect our state parks. And depending on who you talk to, tourism is the second or third largest industry in Michigan and our parks are a critical component.

### **The Bad News**

Some Michigan legislators have suggested that DNR Parks simply cut and sell some of the larger, old growth trees in our parks to cover the funding shortage.

State Representative John Pastor (Livonia) has suggested the DNR sell off park and forest land to pay taxes (PILT) to the local communities. The MMBA has sent him letters to let him know why we think this is a shortsighted idea.

Term limits guarantee a steady flow of less experienced legislators into Lansing. The result is many don't understand the history, heritage, and value of our state land. It put a bigger burden on groups like the MMBA to constantly bring new legislators up to speed.

### **The Good News**

We recently met with the Michigan United Conservation Corps (MUCC) and many other park groups to create a funding plan to save our parks. "Citizens have to lead the govern-

### **DNR Parks by the Numbers**

\$9 million	General funding cut from the budget
\$6 million	Redirected from the Capital Improvement Fund to cover park operations
\$1.8 million	Estimated new revenue from increased motor vehicle passes
\$3 million	Estimated new revenue if camping fees are increased
60%	The amount of general funding in Minnesota's State Park budget
50%	The amount of general funding in Ohio's State Park budget
0%	The amount of general funding in Michigan's State Park budget
\$500 million	DNR Parks infrastructure assets (e.g. roads, buildings)
\$20 million	Standard cost (4%) required to properly maintain/improve assets
\$1 million	What the DNR is now spending on assets
45%	The reduction in full-time DNR Parks employees since 1996

ment to do the right thing," says David Dempsey of the Michigan Environmental Council.

State Senator Patty Birkholz (Allegan, Barry and Eaton Counties) is a longtime supporter of the DNR. She's recently introduced legislation to add an option \$2 state parks contribution box to the Michigan tax forms. It wouldn't solve all the funding problems, but it would help if it passed. The MMBA has written our friends in the Senate and asked them to co-sponsor this bill.

State Representative Randy Richardville (Monroe) has introduced legislation that amends the state constitution and protects dedicated DNR funds from legislative raids.

### Was Good, Now Bad?

Governor Granholm had offered a solution to the DNR tax problem (PILT) and Senator Shirley Johnson (Royal Oak) has introduced supporting legislation; however the rumor is this isn't a slam dunk. According to one source, it's a legislative "food fight."

**\*\*Why Southeast Michigan parks?** Though they are among the most used, most visitors don't camp and they buy one vehicle pass to use at multiple parks.

## North Country Trail Updates

### New Trail User Survey

The MMBA Board recently agreed to contribute \$500 to a trail user survey on the North Country Trail (NCT). IMBA matched our contribution. The survey will be similar to the one completed by the Huron-Manistee National Forest in 1997. That survey found that 50% of the NCT users were mountain bikers and that 92% of the users didn't mind or enjoyed seeing cyclists on the trail. Grand Valley State staff and students are administering the 2004 survey.

## New Huron-Manistee Forest Supervisor

Leanne Marten is the new Forest Supervisor for the Huron-Manistee National Forests. Prior to her selection, Marten served as Deputy Forest Supervisor on the Huron-Manistee (Cadillac) and was a District Ranger at the Ottawa National Forest. She's also worked at the Kootenai National Forest in Montana and the Clearwater National Forest in Idaho.

Marten replaces Jim Schuler as Forest Supervisor, who retired in April.

## New MMBA web site on-line!

If you haven't been on the MMBA web site in a few months, you may not recognize it.

While the bulletin board is still as popular as ever, we've now added a CPS race listing, numerous photo galleries, and a trail guide – the latter being a huge success.

It tells you where the trails are and what to expect. We



have 63 of the most popular trails (841 total miles) on-line now and expect to add more. We're working with trail groups in the Upper Peninsula to get their trails into the system.

The Trail Guide includes much valuable information including:

- Park hours, entry fees, and driving directions
- Trail length, difficulty, and maps
- Other trail uses such as hiking, cross-country skiing, and horseback riding
- Current trail weather
- Updated trail conditions (e.g. closed, "avoid – too muddy")
- Public forum for posting trail comments or issues
- Park and MMBA contacts and related web links

One can also list trails located near any zip code.

The current web site usage is growing like crazy and we're now averaging close to 1,500 unique visitors per day. On one day in May we got close to 2,000 visitors.

"Your web page is impressive. When mine grows up, it wants to be just like yours!" -- Carlos from Central, Illinois

## Don't rock the boat. Row it!

Complaining, whining, and pointing fingers doesn't build or maintain trail. The Internet has given trail advocates a public forum unlike any before. They make it easy for Joe-trail user to make anonymous posts from afar, get everyone riled up, and then disappear without a solution.

If you aren't willing to commit to solutions, why should anyone take your criticisms seriously?

Don't think your trails are technical enough? Attend a trail building school. Spend some time researching the trail



building materials on the IMBA web site. Join your local advocacy group and help them get permission for building legal technical trails. Volunteer your time on the trail since technical trails often need more TLC. Get in the loop. Be the change you want to see. Don't like sharing a trail with other legit users? Try on their shoes (or boots.) If there are trail conflict areas, work together to resolve them through improved trail design, signage, and education. Avoid making generalizations about other user groups – you may have more in common that you think. Communicate and work together whenever the opportunity arises.

But getting back to the nautical metaphor...

If you want to sink the boat, rocking is a good way to go. If you want to change its direction, start rowing. If you're not moving fast enough, convince others to row with you. And if you're steadfast polemicist, don't be surprised when your crewmates toss you overboard.

Todd Scott  
MMBA executive director  
execdir@mmba.org



Photo by Todd Scott

Senator Mike Bishop welcomes fellow legislators and trail advocates at the Michigan Trails and Greenways Event in Lansing.

## News from IMBA

New Science Review Indicates that Mountain Biking Impacts Resources No More than Hiking.

IMBA has released a comprehensive review of scientific studies that examine the impacts of mountain biking on trails, vegetation, and wildlife. The collection of scientific studies indicate that mountain biking is no more damaging than other forms of recreation, including hiking. IMBA's review, titled "Natural Resource Impacts of Mountain Biking," looks at all the available studies that have measured the impacts of bicycling and other trail use. "Like all forms of recreation, bicycling does affect natural resources," said Gary Sprung, IMBA's senior national policy advisor and author of the document. "But since the birth of mountain biking, some environmentalists and hikers have maintained that cycling causes more damage to trails, vegetation, and wildlife than hiking. The science performed to date does not support that notion."

Eight empirical studies are summarized in the report, which does not evaluate sociology studies. "The more challenging issue for trail users is not their differing environmental impacts, but rather their social conflicts, which are quite real, thoroughly studied, and manageable," said Sprung.

The review is available on IMBA's website at <http://www.imba.com/resources/science>.



Photo by Todd Scott



Wayne County Executive Robert Ficano poses with a bike after announcing the SMART bus rack program.

in Grayling last May, we were fortunate in having Mark Vysoky, landscape architect for Kent County and an avid biker, as an attendee. We'll look to the Crew for advice in taking a holistic approach to the area's parklands, pathways, and cityscape.

The Trail Ahead continued from page 2

### IMBA wants to "Pump You Up."

That's a lot of action for a couple of weekends, and a good return on your MMBA and IMBA dues. It's never been a better time to join IMBA: right now you can get a free Blackburn mini-pump and T-shirt with a new membership. Visit the "Online Store" at [www.imba.com](http://www.imba.com) and buy a Basic Membership at \$25. During checkout, enter the Coupon Code "danharrison". It'll save you \$15 off the promotional package, including shipping.

See ya on the trails! - Dan Harrison, MMBA President and IMBA rep



## Fun Day at the Poto NO-Drop Rides! *By David Welsh*

### New Faces, New Trails Discovered at the Second Annual Poto No-Drop Rides

The Poto chapter extended an invitation to all riders to join them in a guided tour of the Potawatomi trail in the second year of the Poto No-Drop rides. Two rides are held each year to introduce riders, new and seasoned alike, to our favorite trail. The Saturday, April 24<sup>th</sup> event was the first of the season and drew 20 new riders to join 10 Poto chapter members on a rare sunny warm early spring day. We divided up into groups of 2-6 riders based on distance and ability level, allowing everyone to ride at a comfortable pace. The new riders had an opportunity to explore new trails without fear of getting lost and all enjoyed meeting some new people. After the ride the entire group was treated to home-made chili prepared by Art Wiard and sponsored by Two Wheel Tango.



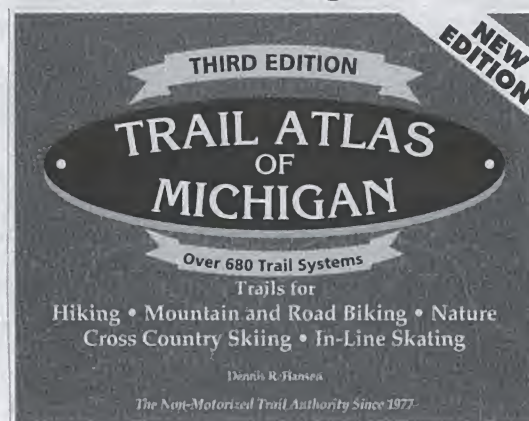
Photos courtesy of the Poto Chapter

A second ride was held on Thursday, May 13 in conjunction with the chapter's weekly ride. The clouds parted long enough for us to get out on the trail, but the respite was short-lived. The rain began to pour as we rode, providing additional challenge for the new riders who showed great courage in forging on despite the slippery wet conditions. Fortunately, the skies cleared up and allowed us to enjoy food and camaraderie at the picnic that followed.

Possibly the most exciting part of these rides is that we've begun to see new faces from the No-Drop rides at our weekly club rides.

Thanks for all of the support that made this second edition of the No-Drop rides such a success. So many of the club members set aside other agendas and training schedules to enjoy a day in the woods riding and meeting new people. I would like to make special mention of the efforts of Art Wiard and Two Wheel Tango in providing food for the events. Art, a new member himself, thought that the rides sounded so much fun that he contacted me to offer to prepare chili, his specialty, for the hungry crowd. Dennis at Two Wheel Tango was so excited about the event that he took the initiative to contact me to volunteer to sponsor the barbecue. Their support is greatly appreciated. This enthusiastic cooperation between the community and membership makes it possible for the MMBA to continue to offer such public service events. Thank you.

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## YIELD? - How?

By Mary Ann Martin

Most of us are aware of the Trail Courtesy Yield sign, but many interpret YIELD to mean different things. Per the IMBA trail rules, "Yielding means slow down, establish communication, be prepared to stop if necessary and pass safely."

### Hikers

Yielding to Hikers is fairly simple. Follow the IMBA directions and you'll be fine. Remember to speak up; they might not notice that you're there. Don't assume they're interested in stepping off the trail to let you pass. There might be off-trail obstacles that you can't see (like a nice big patch of poison ivy). As always, be courteous.

### Horses

A bit of background, horses were originally plains animals, with a "flight" or "fight" response to danger. A sudden or unfamiliar stimulus will spark this instinct. Self-preservation is the first law of nature for the horse. It has an inbred fear of being eaten. The horses' alarm system operates well through sight, smell, and instinct. They have uncanny eyes. Although they allegedly cannot distinguish between colors and have poor depth perception, their eyes are independent, and they are capable of using both binocular and monocular vision. They also have a 340 degree field of vision.

Horses are also quite fragile and, like human athletes, are subject to popped tendons, torn ligaments, broken bones or miscel-

laneous twists of joint. These can result in tremendous pain to horses, huge vet bills, long term recovery and even euthanasia in the case of serious injuries. Even a slight injury can leave an indelible memory of terror in a horse.

The IMBA rules for cyclists on the trail with horses are as follows:

- All cyclists must continually watch for horses, and slow down when the sight lines are poor.
- Cyclists must make sure that the horse knows they are there, and that they are human, not predators. A backpack



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or a bike may appear to a horse to be a hungry animal.

- Voice communication is the best way to provide this assurance, though in some areas, bells work well. Since people (with voices) feed horses, and bells don't, voice contact is generally better. -
- Cyclists should also speak with the equestrian. This encourages positive relationships between users as they greet one another on the trail.
- The approach to the horse is the most critical moment. From the front, the cyclist should stop, and check with the equestrian, if necessary stepping off the trail on the downhill side to allow the horse to pass. When approaching from the rear, we urge care to alert the horse and rider that we are coming, in sufficient time to avoid spooking either.
- Once communication is established, the equestrian will often have the best suggestion about how to pass. It may be necessary to wait for a wider spot in the trail. Often the cyclist will leave the trail (on the downhill side) to allow the horse to move to the rear.
- Once the method of passing is established, the cyclists should proceed slowly and steadily, while still talking to the horse to help it relax.
- Cyclists (or hikers) should not pet horses, without guidance from the equestrian.

- Speak at conversational levels, don't yell at the horse. It will think it did something wrong.
- If you are approaching a horse from the rear and notice it has a red or green ribbon in its tail? Be extra careful, red denotes a KNOWN kicker; green denotes a green [untrained and inexperienced] trail rider or green horse. Riders will rarely identify their horses this way unless in a large organized trail ride, but if you DO see it, you know what it means.
- Keep in mind the horse has a 340 degree field of vision. Abrupt, unidentifiable movements within this range of vision may set off a response.
- Horses can weigh upwards of 1000 pound and not all horses are experienced, or well trained, or incredibly bright. They can and will injure themselves to escape an imagined threat. Their reactions can be quite lethal to all concerned, the horse, the rider, and the cyclist.

Excerpts from:

*Bikes and Horses: A Case for Sharing*

*National Symposium on Horse Trails in Forest Ecosystems*

*Prepared by Michael Kelley*

*Clemson University—October, 1998*

[http://www.imba.com/resources/bike\\_management/clemson\\_horses.html](http://www.imba.com/resources/bike_management/clemson_horses.html)

#### Other helpful hints:

- Distance: Say hello the first time anywhere from 30 to 60 feet away. The longer the horse rider has to recognize that you are there and maneuver their horse to an appropriate position to see that you're not a threat, the better.



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# Iceman full? Probably!

## Read On

*As you read this issue of the BRB, registration for the 2004 Iceman race is probably full! Well S. J. Flynn (AKA Shanman) reminds you to fear not because Michigan Sports & Fitness magazine will be sponsoring ten lame riders with the ten lamest excuses for not entering in time again this year. Below is Shanman's winning entry from last year, Campbell's Blunder.*

## Campbell's Blunder

*By S. J. Flynn - AKA Shanman*

My excuse for not registering on time for the Iceman is Kevin Campbell. Maybe you don't know Kevin Campbell, and well I guess I wish I didn't either. Kevin is sort of the leader of the cycling club I joined last fall, called Team Tree Farm. During this season of riding I heard all about the fun events that I had missed last year, and the Iceman was tops on the list. I was determined to be there for this year's race, and maybe I was a little anxious to get registered. I remember Kevin making fun of me: "Shaman, the race isn't until November. It's 80 degrees outside and you're worried about a race called the Iceman." So I left it at that. Kevin had done the Iceman a bunch of times. He said he would tell me when it was time to register.

A couple months went by, and I had not thought about the Iceman again until one day while riding with Kevin. We were out on the Poto on a July afternoon, and I was bonking in the 90-degree heat. Kevin could tell I was about spent and offered me some of his homemade power gel. He swears by it. So while I was trying to force the awful stuff down, and wondering what was in it, he gets a phone call. It was someone asking if Kevin had registered for the Iceman because it was almost full. Kevin told him that we had all registered weeks ago. "Who is we?" I demanded to know. Kevin could not believe it. "I offer to give you a ride up there, and then you don't register? Shanman we gotta hurry and get you out of here so you can register. There're only ten spots left." Kevin forgets to remind me to register for the Iceman and somehow it is my fault.

He headed off at a break-neck pace, and it was all I could do to keep up with him. I was feeling worse with each pedal stroke, dizzier and dizzier with the rolling of tires, nauseous with the lifts and drops of the trail. Soon I was clipping trees around every corner. I thought it was just too hot out for me, but I had to keep up with Kevin. He knew it was my first time on the Poto, and he was having fun forcing me to keep up or get left behind and lost. I was lucky to make it back to the parking lot in one piece.

I still felt woozy as I climbed into my truck to hurry home so I could register, but that was not to be. I started having the same trouble driving that I had had riding my bike. I could not keep my truck in a lane. Now I was sure I was getting sick. I wanted to get home more than ever, but then I saw the flashing lights of the state patrol. I immediately explained to the officer that I was not feeling well, and that I was just on my way home. No luck. He asked me to step out of my truck. The sick feeling in my stomach began to grow, and I had to catch myself as I slipped getting out of my truck. He was busy administering the sobriety test while I was trying to explain that I was just out mountain biking when I started feeling sick. The details of my story didn't seem to matter to him; he asked me to have a seat in his car. I started again to explain that I had not been drinking, when the officer began to speak very loud. I got in the patrol car. And then I saw it: my bike was just laying in the back of my truck free for the taking. I opened my mouth to protest when the officer, continuing to use his loud voice, explained that I had an important date with a breathalyzer.

Good, I'm just sick. It would be proof I needed to end this and just go home. I had not had anything to eat or drink all afternoon-- except Kevin's power gel. Now I knew why that stuff tasted so awful. I blew an 0.1-- mug shot, fingerprints, and oh my God I am wearing lycra and I am going to jail! Lucky for me it was a slow day, and I got a private room with a not so private toilet.

A few hours and a phone call later a good friend bailed me out, and we went to get my truck. It was right where the officer had me leave it, but my beautiful full-suspension bike was gone. My lawyer got the charges dropped upon explanation that I had been poisoned by Kevin's homemade, or should I say homebrewed, power gel. Sure it was mostly honey, but he also adds some salt and whey protein, and he dilutes it with water to keep it from crystallizing. Since honey doesn't spoil, he thought he could just keep the whole batch in his kitchen cabinet. Well his power gel wasn't just honey. Maybe it's power gel when you first mix it, but after a week or two it becomes mead-- fermented honey.

I am sure Kevin gave me a bottle of the dregs, maybe not on purpose, and if you ask Kevin he will deny the whole thing. I got tossed in the clink, I'm out \$500 bucks for the lawyer, I'm stuck riding my old rigid bike, I missed the registration for the Iceman, and it is all undeniably Kevin Campbell's fault. Forget that everyone says the Iceman is a great time; the only reason I want to do the race now is so I can whip Kevin Campbell's ass.

*Editors Note: Campbell's Blunder was a winning entry in the 2003 Michigan Sports & Fitness Magazine's Iceman Lame Excuse contest, and has been reprinted with permission from Michigan Sports & Fitness Magazine.*



# Flynn's Fullofit

By Kelvin Campbell

Some of you may have heard Shanman's little story about how I made him forget to register for Iceman called *Campbell's Blunder*; the only blunder I made was being friends with him. He forgets to register for the Iceman and it's my fault? You wouldn't believe the emails and phone calls I got last year demanding I explain why I would do such a thing to Shanman. For a while I was afraid to check my email or answer the phone. He makes up some fictional story about me, and suddenly everyone's his best buddy, out to defend him. It was one thing when he was running around telling people, "Campbell will just deny the whole thing." I played it up like I thought it was funny, but now that he's running around telling everyone that he beat me at Iceman, it's personal, so I have to clear up a few things. First thing: Shanman is a big fat liar! Second: If he doesn't like my power gel he could bring his own, the mooch. Drunk from *honey*; even he's not that big a lightweight. He wasn't drunk, but he sure did hit some trees that day. Third: I did remind him to register for the Iceman. Ok, so what if it was while we were halfway through the Poto on a "July afternoon" with only ten spots left. When we found out that there were only a few spots left in the Iceman, he was the one who was in a big hurry to get off the trail. In fact I don't think I've ever seen him ride so fast, that is when he wasn't trying to ride through a tree. Plain and simple, it's not my fault he didn't get home fast enough to register. And as for being arrested, come on, you didn't believe that for a second did you. Lycra or not, if that guy ever lands in jail, his scrawny ass will never be the same. And as for his bike being stolen, that's BS too. He just wishes he had a full-suspension bike, and I'll bet his little story is part of some insurance scam to get one. Now I hear he's running around telling people he "whooped my ass at Iceman". Yeah by a whole minute—big deal. And do you want to know why? BECAUSE I WAS NICE ENOUGH TO FIX HIS FLAT TIRE.

There I was nearing the end of the Iceman, and I was having a good race and keeping up with a pack of pretty fast guys when we ran into a logjam. Dozens of riders were stuck walking their bikes up this climb, and I could hear a couple people up top yelling, "Get it off the trail!" When I got to the top of the hill I saw the cause, Shanman. He was standing there with his bike flipped over right in the middle of the trail. I was in a crowd of people trying to get by him, and then he saw me—there was no escape, "Kevin, dude, I need help man". Boy was that the truth. He had a flat, and it turns out he didn't bring any tools, or parts: no tube, no CO2, no pump, no levers, nothing. He tells me "I didn't want to carry any extra weight. It's a race, man". Give me a break. The guy doesn't weigh 140 soaking wet, and he was worried about carrying too much weight. He sure saved a lot of time standing there blocking the trail waiting for some fool to come help him. I was prepared for mechanicals—lot of good it did me. I started getting out some stuff for him, and he was just standing

there. Then it hit me, "Shanman, you do know how to fix a flat, right?" I cut his answer short, and just started taking off his rear wheel. He just stood there watching the whole time I was fixing his tire. And to top it off, the instant I finished tightening up the skewer he flips over the bike, hops right on and takes off. *Don't worry Shanman I'll pack out this tube for you.* Well it took me a couple of minutes to pack up my stuff and get going. I didn't see that SOB again until the end of the race. He came walking up to me, "Dude, thanks for your help. Hey, what was your time?"

Shanman claims his lawyer had to get a statement from me to explain away the whole DWI mess for him. I don't know what he's talking about; the only lawyer I've talked to is mine! Shanman convinced all these people that I got him drunk and arrested that's liable and slander. A little artistic license is one thing, but he played it up, and all these people were harassing me about something that *never happened*. My lawyer says I don't have much of a case, and by the looks of the bike Shanman rides; he hasn't got anything to sue for anyway. He so cheap, I'll bet he tries to get a free ride into the Iceman this year too; you just better hope he doesn't blame you.

*2nd Note: Kevin Campbell has read and approved both Campbell's Blunder, and Flynn's Fullofit. Actually he's been a pretty good sport about my fiction involving him. If you are concerned that he may not appreciate these stories appearing in the BRB, please feel free to contact him for his approval. - Shanman*

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## Half of the CPS races are still left!

7	July 11 <sup>th</sup> Boyne City	Boyne Challenge <i>Fun Promotions</i>
8	July 18 <sup>th</sup> Shelby/Rochester	Stony Creek Time Trial <i>Tailwind Enterprises</i>
9	August 1 <sup>st</sup> Manistee	Big M Ski Area Cross Country <i>Tailwind Enterprises</i>
10	August 22 <sup>nd</sup> Battle Creek	The Duane Chambers Memorial Time Trial (Fort Custer) <i>Tailwind Enterprises</i>
11	September 12 <sup>th</sup> Gaylord	Aspen Park Cross Country <i>Tailwind Enterprises</i>
12	September 26 <sup>th</sup> Grand Rapids	Pando Challenge <i>Fun Promotions</i>
13	October 10 <sup>th</sup> Boyne City	Boyne Challenge <i>Fun Promotions</i>



Above, 'speeding' through the woods at the Yankee Springs Time Trial. Right, in the trenches at the Fort Custer cross country race.



Photos by Bryan Mitchell ([www.mountainbikemichigan.com](http://www.mountainbikemichigan.com))

Always check with promoter for information, current start times, race applications, pre-register dates and date of events. All dates on public properties are subject to land manager considerations and it is up to the rider to make sure that times and dates are current and correct. You do not have to be an MMBA member to ride in any of the races listed. However an MMBA membership and an annual \$5 tabulated fee are required to be scored in the points series. It is highly recommended that you renew your membership in the MMBA and pay the tabulation fee prior to the first race you want to count in the MMBA/CPS regardless of when your current membership expires.

Inquiries regarding the MMBA Championship Points Series may be directed to:

MMBA CPS Director Shari Scurr - [cps@mmba.org](mailto:cps@mmba.org) | For more info go to: <http://www.mmba.org/racing.htm#cats>



## "Buy a Plank" fundraiser for bridges in Novi working well!

The Trails inside Lakeshore Park of Novi Michigan have come a long way in 2 short years. With the help of the Novi Parks and Recreation department the volunteers from the city of Novi, the boy scouts, and the MMBA have all but completely finished a 10 mile loop around this fine park. The remaining obstacles left to finish at Lakeshore Park are connecting 3 sections of land and trail together with bridges. The bridges will provide safe one way traffic for all the users of the trail system. The biggest obstacle to finishing the entire trail system was fixing these types of 2way traffic on the trail. We have been able to accomplish much of this by adding and/or rerouting trail around the park. Yet, the water and wet lands have posed a bigger problem. Without the help of Matt Wiktorowski, Superintendent of the Novi Parks and Recreation Department, we may have never been able to begin this final phase of completing the trail system at Lakeshore Park.

The 1st bridge located at the mouth of the CRATER LOOP is completely done. The MMBA and local Eagle Scout candidate Jim Brunner, and the boy scouts troop 54, finished it on May 7th, one day before the big Time Trial race that was organized by the local Novi members of the MMBA

and Tailwind. Boy Scout Jim Brunner actually came up with the original idea to sell planks as a fund raiser, so we implemented the idea on our MMBA web site that same week. [The link for the fund raiser is on the front page of our MMBA web site, [www.mmba.org](http://www.mmba.org).] And, presto, the bridges started going up.



Photo by Kevin Campbell

Above, hauling planks through the woods to build bridges at the Novi Tree Farm (aka Lakeshore Park). Below, crossing the bridge entering the crater loop.



The second bridge was actually started on May 6th, just 2 days before the race, and while we got the 20 foot section of bridge spanned across the Rouge River in time to use that portion of the trail for the event on May 8th, the remaining 75 feet of board walk bridge that will complete that project is due to be put in place on the weekend of September 18th and 19th. We've just about raised enough money to start on this part of the 2nd bridge.

The last bridge is 125 feet long, and it will take hikers and bikers to the 754 loop. When this bridge is complete, the trail system will have been restored. Be sure to come on out to Lakeshore Park in Novi. It is a beautiful trail system.

We'll gladly accept your generous donations of time and/or money to complete these projects! If anyone has questions about the trail and our bridge projects, feel free to contact me at: [88mandm@comcast.net](mailto:88mandm@comcast.net)  
Kevin Campbell  
MMBA Trail Coordinator for Lakeshore Park.

### MMBA member discount offer at [www.trainingbible.com](http://www.trainingbible.com)

If you aren't familiar, [www.trainingbible.com](http://www.trainingbible.com) is a site designed and run by Joe Friel and his associates. Joe is the author of "The Mountain Biker's Training Bible," "The Cyclist's Training Bible," and "The Triathlete's Training Bible."

Just enter "mmba" in lower case when you go to pay. Your payment will be reduced as follows:

1 month = \$19  
3 months = \$39  
6 months = \$63  
12 months = \$96

Above Photo by Bryan Mitchell ([www.mountainbikemichigan.com](http://www.mountainbikemichigan.com))

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# Copper Harbor Mountain Bike Happenings

Copper Harbor is as far north in Michigan as one may travel. Located at the tip of the Keweenaw Peninsula, directions are easy to give and easy to remember. Just pick up U.S. Highway 41 and drive north until the road ends, although many locals will claim this is where the road begins. No matter if the road ends here or begins here, one thing is for certain.....the trailheads for some of the best mountain biking in the U.P. and the Midwest start where the pavement stops.

Without a doubt, Copper Harbor is off the beaten path, but that's what makes it nice. Copper Harbor is located in a post-card like setting at the base of Brockway Mountain on the shore of Lake Superior. This rustic resort community has all of the services that mountain bikers need, including motels, campgrounds, a gas station, restaurants, bars and shops. And of course, this mountain bike destination has its bike shop too, providing service, rentals, parts, trail info and guided tours of the backcountry. All of the businesses here are Mom & Pop owned and operated and a visit here is really a great value for vacationers looking for some real adventure.

The Copper Harbor Singletrack Trails have been gaining a reputation as many riders claim that it has some of the best terrain and most challenging trails in this part of the country. Mountainous by Midwestern standards, the Keweenaw's rugged nature of undulating valleys and ridgelines offer a riding experience more comparable to riding out West. If you have ever been nearby Mt. Bohemia to ski or snowboard its 900' vertical drop, you can relate to what we're talking about, as the mountain biking here is on a similar scale. The uninhabited backcountry of the tip of the peninsula has some great rides as well. A network of logging roads and jeep trails provide access to Lake Superior shoreline and interior mountain top vistas. The Copper Harbor Singletrack is a result of a true grass-roots effort and has been created and maintained totally by the volunteer efforts of some dedicated Fat Tire enthusiasts. Currently, Copper Harbor has about 20 miles of marked and mapped trails, including almost 2 miles of new singletrack in 2003. With the cooperation of neighboring land owners, future

possibilities for new trail creation are numerous and plans are in motion for the 2004 season.

The State of Michigan has formed a 15-person citizen's advisory committee to help the DNR to develop a management plan for over 8000 acres of State Forest located on the uninhabited tip of the Keweenaw Peninsula. This includes over 6300 acres that was recently purchased as part of the largest conservation acquisition in the State's history! Non-motorized

trail development for hiking and mountain biking are one of the top priorities on the committee's agenda. The interests of the Michigan Mountain Bike Association (MMBA) are being represented by two of its members who are serving on this committee.

The future of non-motorized trail development also looks promising at the county owned, Keweenaw Mountain Lodge, near Copper Harbor. Built as a WPA project during the Great Depression of the 1930's, the lodge has long been a popular summer-time destination resort. The county is currently pursuing the winterization of this historic facility. If this all falls into place as expected, plans would be to develop a top notch Nordic ski facility to help attract people to the lodge during the winter months. All of the classic ski trails would be well suited and designed with summertime use and mountain biking in mind. The reality for up to 8 miles of new singletrack would connect with some of the existing trails on the county property by the end of this summer.

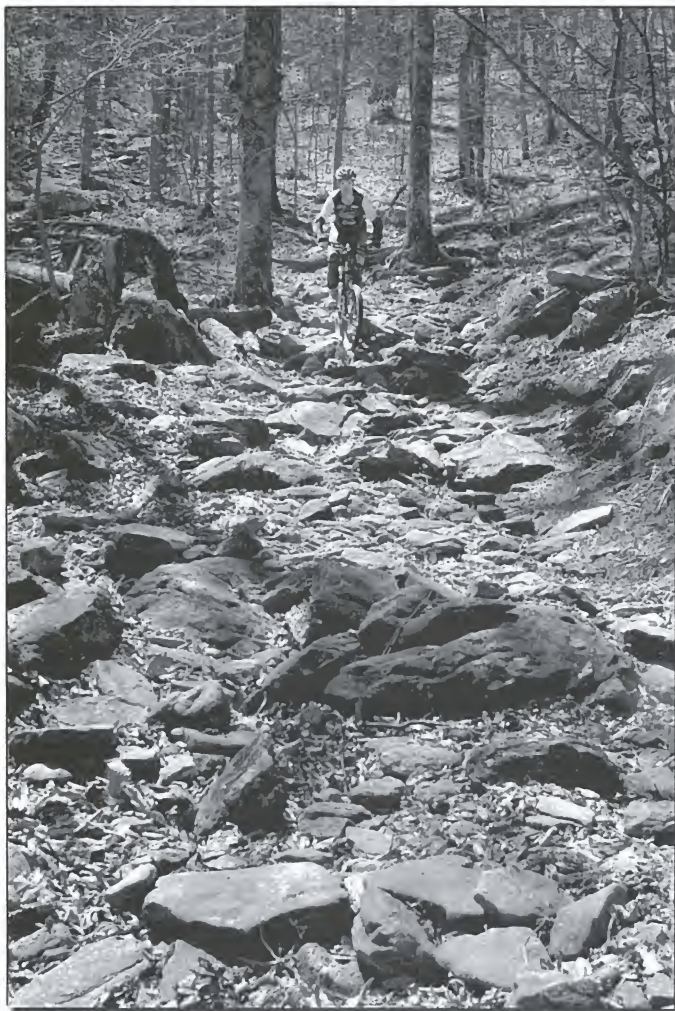
2004 promises to be another great season of riding in Copper

Harbor. Thursday night group rides, lead by the staff of the Keweenaw Adventure Company, will "officially" begin on June 3 at 6:00pm.. Group rides are free and are a fun social event while giving riders a guided tour of the backcountry.

The 11<sup>th</sup> annual Copper Harbor Fat Tire Festival will be on Sunday September 5 (Labor Day Weekend). This grass-roots event hosted 198 racers in 2003, up from 167 in 2002 and 110 in 2001 and is expected to continue to grow in 2004. Smiles will be abundant as racers complete the technically challenging cross-country race course and wind up in the Park for a cookout, awards, social time and live music. This year, racers will be treated to some bluegrass pickin' with Frostbitten Grass and some rockin' blues with the Mojo Perry Band. A splendid time is guaranteed for all!







Riding down Farrow Gap Trail. There was talk of it being closed to bikes this year so check first.



Above, There is a good chance Pisgah will make you bleed!  
Right, Sections of Satan's Staircase on Buckwheat Knob are very, very steep and rocky!



Above, Riding around boulders on Laurel Mt.  
Left, Fire road descents have big water bar jumps!

## Road Trip:

Riding Michigan trails is Awesome but sometimes you just have to venture out of state, to a place like Pisgah National Forest, NC.

If you want some of the best singletrack the east coast has to offer then you really need to make the trip to North Carolina and ride the trails of Pisgah National Forest. Located about an hour southwest of Asheville, near Brevard, NC is where you can find trails like, Buckwheat Knob, Black Mountain and Laurel Mountain. These rides have big climbs, sometimes on singletrack and sometimes on forest service roads, with some of the craziest and most technical descents you have ever seen. This is not a place for the beginner or the timid!

**If you go:** The trail guide "Mountain Biking North Carolina" by Timm Muth is a must have. Great descriptions written like a rider might describe them. Example: "Some of this trail is simply insane." Muth describes the Buckwheat Knob loop. "Sometimes you'll be afraid to continue, and sometimes you'll be too terrified to stop." "This is stuff that legends are made of." We read that and just had to ride this loop, we were not disappointed!

The Sagebrush BBQ in Brevard has Awesome food!  
The Pisgah Mountain House is a great place to stay.

Get the Pisgah Nat'l Forest Topo Map

Check out this web site: [www.mtbikewnc.com/](http://www.mtbikewnc.com/)

Photos by Bryan Mitchell | [www.mountainbikemichigan.com](http://www.mountainbikemichigan.com)





## MOUNTAIN KIDS CORNER

This summer is going to be a busy season for the MMBA Mountain Kids. The program has seen incredible growth in the amount of kids that are serviced by the program and 2004 will be as exciting as ever!

Sarah Manning-Mountain Kids Program Director

We have many mountain kids events scheduled for this summer. If you're interested in volunteering please send an e-mail to [mountainkids@mmba.org](mailto:mountainkids@mmba.org)

**Friday, June 25th:** Novi Lakeshore Park (aka Novi Tree Farm), 3:30-6:30 p.m.

**Monday, June 28th:** Oakland County Parks and Rec, 8:30 a.m.-4:30 p.m. At either Addison Oaks or Orion Oaks.

**Wednesday, July 14th:** Oakland County Parks and Rec, 8:30 a.m.-4:30 p.m. At either Addison Oaks or Orion Oaks.

**Saturday, July 24th:** Island Lake Recreation Area: 10:00 a.m.-1:00 p.m. - Back Alley Bikes 1:30 -4:30 - Redford Parks

**Wednesday, August 11th:** 8:30 a.m.-4:30 p.m. At either Addison Oaks or Orion Oaks, Location TBD.



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# Chapter Chatter

## Holly/Flint Chapter News

Good news! The Holly/Flint chapter won a \$500 IMBA/Cliff bar grant to help revitalize the Seven Lakes trail. Thank you IMBA and Geoff Schwarten of CLIF Bar!

In other donation news, Dave Lidgley obtained a donation of two first aid kits for the Mountain Bike Patrollers at Holdridge and Seven Lakes from Tom at Safety Products. The weather doesn't seem to let up does it? Holdridge has proven this spring that the West and North loops are NOT the driest trails in SE Michigan. Our bridges even attempted to float away. Hopefully, by the time you read this we will have gotten them back into place.

Tony Klein, Pam Klein, Rick Jerrell, Ken Foss, and Krug Nielson finally closed out the shelter project started several years ago by painting the shelter and outhouse with a spiffy new coat of paint during the May trail day. Our chapter is getting stretched a bit thin with both Seven Lakes revitalization and the usual Gruber's Grinder rosebush battle to fight at the same time. We will be setting work days for a separate Gruber's project team in the near future. We need to notify the land manager if we're using power tools out there, so we need to have semi-formal work days. If you want to help clean up the Grinder, contact me at [hollyflint@mmba.org](mailto:hollyflint@mmba.org) or give me a call at 248-765-5242 and I'll get you on the mailing list. Watch the MMBA calendar for dates.

Trail Coordinator Tony Klein is working on replacing the failed water crossings on the Holdridge trail loops. So far he has replaced the lake loop water crossing and the small water crossing on the start of the West loop. Seven Lakes is moving along in signage. Water crossing work will begin soon. Contact Ron Stack [ron@cycle-fit.net](mailto:ron@cycle-fit.net) to get on the list to help out.

Ruby Campground was hit hard by the flooding. If you are familiar with the trail you know that quite a bit of it is in a low lying area. The guys out at Ruby will put together an actual trail day and will post it on the calendar. They need lots of volunteers to redefine the trail! Contact Dave at the Bike Barn in Port Huron 810-987-2523 if you're available to help out.

During trail days I've been approached in the parking lot by riders looking for the hard core stunts of a trail listed in mountain bike review as "Dirty Little Secret". This trail was a bandit trail built partially in a bog with living trees, rotted logs, untreated particle board, maple flooring, and wood screws. We have dismantled the constructions and removed the non-native material from the area.

Mary Ann

## Northern Chapter News

Spring has sprung. The birds are chirping, the woods are alive with newly born animals, flowers are blooming and the riding season has finally started in earnest. We have had a couple of very successful trail worker classes here the past month. We were able to graduate 8 new Trail Coordinators plus another dozen Crew Chiefs. Slowly but surely the MMBA army of trail volunteers is growing and gaining knowledge and experience. Keep attending these courses.

We have several big trail projects but none is as important as the deadfall clearing and trail corridor clearing of the High Country Pathway. If you are familiar with the HCP, as it is known locally, you know the condition of it. Most of it is rideable, however a very large section is not. We need to clear the deadfall this year. If you plan on making a trip up to ride the HCP, please take a moment and clear a log or two off the trail. This will continue to help to keep the trail open. The intention is not to make the HCP a freeway, like Island Lake is, just to keep it open and navigable. Watch the boardwalks, they are slippery and dangerous. We are working diligently on the HCP this entire season so be sure to watch for upcoming trail work days on the mmba calendar and bulletin board. If you can't make one of our events, please, take some time and work on your local trail. You will find a certain cool sense of satisfaction when you ride the trail you broke a sweat on.

Watch for some cool new trails at Hanson Hills. During our recent trail coordinator class we flagged a re-route. I was just informed that the re-route is done and rideable! Hanson Hills is putting in another 8 - 15 miles of singletrack this year. Come on up and ride this new trail. It is really, really cool!

Otsego County Sherriff James McBride donated 8 bikes to our Mountain Kids efforts recently. Way to go Sherriff!

As always, remember to pack out what you pack in. If you see trash along the trail, please pick it up. We are the true trail ambassadors who take pride in the trails we ride on.

Ride On! Eric Isaacsen, president Northern Chapter

## Northeast Chapter News

### **There is Joy in Mudville**

Eagle Scout candidate Dan Strong needed a project. His brother down at the bike shop, Peter, asked me about any trail improvements that might qualify. One thing led to another, plans were sketched, and within a few weeks we were off to Gladwin to find an Amish sawmill that specialized in cedar. We knew it was a good omen for mountain bikers when one Enos Bontrager owned the mill we found. We struck a deal for cedar posts, stringers, and rough sawn decking, and two trips later it was all in my yard.





Three Boy Scout work parties later the decking was cut to length, the posts and stringers were barked, and everything was moved to the bridge site, a broad mudflat in the Midland City Forest. We dug a few test holes and found that there was bedrock sandstone less than a foot under the mud, so our bridge would be solid without digging postholes half way to China.

The mudflat had been more or less dry during the winter and early spring, but by late April it was softening up considerably. On May Day, we awoke to steady rain. I putzed around the house, half-heartedly getting things ready for the big day, expecting a call from Dan that the construction would be postponed. Around 9:30 a scout dad showed up looking for the big box of lag screws and wondering where the heck I was. They'd set up the mess tent at 7:30 AM and were hard at work in the ankle deep mud when I finally showed up. By noon only about 40 feet of the 150-foot serpentine span were finished; a return the next day seemed inevitable. So we started a second crew working from the other end, and everybody got more efficient. Dan drove the golden spike at 5:30 PM and was the first rider across, followed by his beaming and exhausted Dad, Troop 720 Leader, Mike Strong. My back was killing me, but I couldn't stop smiling. The bridge looked exactly as it had in my mind's eye, and it was finished in time for our first ever race in the NE Region.

Jeff Adamcik, organized "Eight Hours of the Midland City Forest," an endurance race for the truly serious and/or seriously demented. More than seven inches of rain in the two weeks prior to the race led one wag to rename it the Mudland City Forest. Volunteers had worked hard for weeks to reroute several sections of singletrack, build more mini-bridges, and armor the proliferating mud holes with dead wood and gravel. We finally gave up and routed hopelessly flooded parts of the course onto the 2-track. We even worked during the race as trouble spots deepened. In spite of the mud, and because of all the hard work, the feedback from the racers on the trail and Jeff's race organization was excellent. Rave reviews for the new Boy Scout bridge could be heard from the racers as they rode it. Even those who ended off the 40-foot log ride thought it was cool.

As of this writing the rain hasn't stopped for more than a day, and the water has not receded much, but trail damage appears to be minimal. If there is a silver lining, it's

that all the rain really pointed out which land is dry and which, given that much water is beyond help. So, many of the changes are permanent improvements. We hope you'll stop in and ride it some time. Group rides leave from the main lot on Monroe Rd at 6:00 PM on Thursdays—if it ever dries out.

### Southwest Chapter News

By now you are probably as tired of rain and muddy trails as I am. One good thing to come of all this will be a bumper crop of mosquitoes. If all the mosquitoes would drink all the water they could and fly to Colorado. . . . Wishful thinking? Colorado would get needed water. Michigan's rivers would flow between the banks. Colorado would know why many think of the Mosquito as Michigan's state bird. And mountain bikers wouldn't need a blood donor card to leave the house. Have you ever been on a trail day where a difference of opinion results in less than perfect trail design? You know, like directing water uphill and it refuses to go there. Or you should have used a laser transit or at least a string level. I have a suggestion. Carry a simple tennis ball in your trail work pack. It can tell you about slope and gravity quite easily. Just roll it a couple times and let it tell where the water wants to go. And if this doesn't settle the difference of opinion, throw it at someone.

Perhaps you weren't around for the kickoff of the Championship Point Series. The Yankee Springs fell upon perfect weather and excellent trail conditions. remember, it had been very dry prior to that event.

The day of the Fort Custer Stampede started C-o-l-d, 38 degrees, and warming slowly. A straw poll of expert/elite riders were unanimously in favor of skipping both water crossings. One had cold deep water well above your bottom bracket. Later in the day, many beginner racers were dismayed that a good chunk of fun was missing from the course. Attendance was not as good as previous years. It may have been partly due to the cold weather and partly high gas prices. If you missed it, kick yourself in the behind. The Elite race was a treat to behold. Michigan Elite riders are not turtles! They can hold their own anywhere. From my vantage, the start finish area, I could see the big clock. At 34 minutes I started to announce the leaders will be here in two or three minutes when I was interrupted by the cheers. A lone racer, I was expecting a pack, turns onto the grass to begin lap two. Racer 113! Who is that guy? Bells Beer team jersey leading by 30 seconds over the likes of Derek Precht, Russ Tiles, Niel Scharphorn, Scott Chambers, and the rest. Can they reel him in? Can they pick it up and catch him? Huh-uh! No-way Jose! This guy Mike Simonson did four laps at a sub 35 minute rate. Incredible! He'll be worth watching the rest of this season.

The one complaint that was registered that day come from our medical team. It seems they had little to do and became bored. I can live with that. That comment alone



sums up a safe and successful Fort Custer Stampede, our tenth. Thank you all for your participation and support.

Mike Needham

### **Western Chapter News**

Local member Rick Plite along with Ada Cyclery, tried to get weekly rides allowed at Pando Ski Area. Pando decided not to host the rides, but kudos to Rick and Ada Bike for the try.

The chapter website at [www.westernmmba.org](http://www.westernmmba.org) has been up and running for a couple months now and chapter events and news can be viewed there.

Chapter elections in February resulted in Dennis Murphy remaining chapter president, Scott Peterson remaining chapter VP and Kim Peterson returning as chapter treasurer. Forrest Omland was elected and accepted the position of chapter secretary and his meeting minutes will be attached to our website. Thanks Forrest.

The Western Chapter has on-going trail initiatives with Kent County Parks, Allendale Township Parks as well as Owassipe and Robinette's. Stay tuned!

Dennis Murphy



Photo by Bryan Mitchell | [www.mountainbikemichigan.com](http://www.mountainbikemichigan.com)

Racing through the woods at Yankee Springs Rec Area.



### **Regional Cycling News Returns with Activoelo.com (from the old Michigan Cyclist)**

Activoelo (<http://www.activoelo.com>) is really just the rebirth of Michigan Cyclist in a webzine format. The demise of the magazine was really sad for not only myself, but even more so for Ron Hoort. It was a triangle effect of the increasing popularity of the web, huge increases in paper pricing and prior to that time NORBA News had gone away due to some "politics". (I have some stronger words I'd like to use but...) So, Michigan Cyclist couldn't produce enough revenue to keep it alive. In it's tenth year, ironically, after the 10th anniversary, edition that was it.

Like many things in my life, my enthusiasm for cycling would wax and wane. I tried motorcycle road racing for a couple of years and ended up having a pretty bad accident. At that time I was still doing some casual mountain bike riding for fitness. I decided after taking a careful inventory of my life that I needed to get back to basics. (Eight days in a hospital 600 miles from anybody you know will do that for you). I came home recovered from my injuries and got back in touch with the cycling community, where I was welcomed, literally with open arms.

Amazingly not that much has changed. NORBA still sucks, and has no real presence in our state, the racing schedule and promoters are pretty much the same, and the old race faces have brought out new faces in their children.

There is one thing missing though, the regional information that tied it all together. That was Michigan Cyclist. I worked for Michigan Cyclist as a freelance writer, staff member and finally, editor. I know the powerful impact that magazine had within the cycling community. I also know however that things change, and people move on. I talked to Ron Hoort about getting involved again. I could see he had some enthusiasm for it, but it was bittersweet. Just as my enthusiasm for the beginnings of the webzine, turned into an internal battle between "riding and writing". The site remained without an update for nearly a year.

So, we're back again to give it another shot. I can promise you that whether we ever go to print or not, there's a commitment level there to tie together all the information that I can seek out or have provided to me about cycling in this region. In the spirit and memory of Michigan Cyclist, and because I love to ride, write, but most of all I love to write about riding. - Don Lee



# MEMBER SHOPS

The stores and services listed below are MMBA Members as of March 2004. Those listed in bold text give 10% discounts to MMBA members! It wouldn't hurt to thank them all the next time you're in their shop.

## **Allen Park**

Roll Models Cycle & Fitness  
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(810) 632-6325  
www.k2bike.com

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(810) 232-2994  
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www.lat45sport.com

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www.scarlettsbikeandfitness.com

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## **Warren**

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## **Zeeland**

Zeeland Schwinn Cycling & Fitness (616) 722-6223

Please send corrections to BRB@MMBA.ORG or call (248) 349-1937

**The Girl Bike weekly group ride for women only is at Island Lake Rec Area.  
Ride starts at 6:30pm every Monday night.  
All abilities welcome!  
No one gets dropped!**  
**For more information, please check out the Girlbike webpage:  
www.groups.yahoo.com/group/girlbike**



**Below are additional MMBA corporate sponsors.**

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**Clubs**

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[www.keweenawadventure.com](http://www.keweenawadventure.com)

Hermann Construction, Inc.  
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Slingshot Bicycle Co.  
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[www.slingshotbikes.com](http://www.slingshotbikes.com)

Trail Atlas of Michigan  
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[www.iceman.com](http://www.iceman.com)

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Davisburg, MI - (248) 634-6178  
[www.tailwind.net](http://www.tailwind.net)

Zoo-De-Mackinac "Bike Bash"  
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**Visitor Bureaus**

Petoskey-Harbor Springs-Boyne  
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[www.boynecountry.com](http://www.boynecountry.com)

Grayling Area Visitors Bureau  
(800) 937-8837  
[www.grayling-mi.com](http://www.grayling-mi.com)

**F.Y.I**

Got MTB? Ladies if you have not been to this website you should check it out!  
<http://www.8dot3.com/PostNuke/html/>



**Contribute!**

Want to get published in the BRB? The BRB welcomes submissions and artwork from MMBA members. This is your newsletters so send stuff! Email your story ideas, stories and photos to [brb@mmba.org](mailto:brb@mmba.org). If you can't email items or have questions call Bryan Mitchell at 248-349-1937. Keep the stories short and about Michigan or Michigan Riders. Email copy in the body of the email with no formatting or better yet in a Microsoft Word document, again with no formatting.

**Photo guidelines:** Make sure photos are in focus, the subject is fairly close and they are interesting. Also try to make sure faces are lit well. Email photos to [bryan@bryanmitchell.com](mailto:bryan@bryanmitchell.com). Keep the files large. Try to send sizes of at least 5X7 at a resolution of 300ppi. (2000X2000 pixels and a file size of at least 2 mb) Email photos as JPEG attachments and don't imbed them in documents like Microsoft Word. (make sure they have .jpg at the end of the file name).

**Want to advertise in the BRB?**

The Bent Rim Bugle offers inexpensive and targeted advertising which helps with the cost of producing this cool newsletter. Contact us at [brb@mmba.org](mailto:brb@mmba.org) or call (248) 288-3753 for more info and ad rates.



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Beige. One-size fits all. Looks great over helmet-hair.

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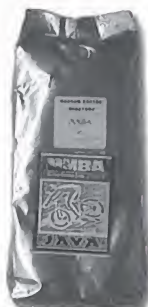


## MMBA Java

Fresh custom Euro-roast coffee beans. Ride faster.

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Dark Navy. One-size fits all. Keeps your melon warm.

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## "Ride Like A Girl" tank top.

Gray and cute!

## Or "Ride Like A Girl" Long Sleeved T

Gray with black sleeves.

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**\$21**

Long Sleeved T  
Gray

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Hoody  
Gray, long



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Black & Khaki with White sides

**\$48**

Complete this form and mail it along with your payment to:

MMBA products  
5119 Highland Rd PMB 268  
Waterford, MI 48327

phone: (248) 288-3753

## MMBA Product Order Form

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Circle your payment option:

Check or  
money order

Credit card



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Expiration \_\_\_\_\_

Signature \_\_\_\_\_

	Cost
Embroidered Ball Cap	_____
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MMBA Java 2 pounds	_____
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Official T-shirt	_____
YOUTH S M L XL XXL	_____
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Bent Rim Bugle  
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Holly/Flint  
Mid-State  
Northeast

☐ Northern & U.P.  
☐ Pontiac Lake  
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